Eating Plazas at Railway Stations

3143. SHRI RUMANDLA RAMACHANDRAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railway Catering Corporation is going to set up eating plazas at leading Railway Stations;

(b) if so, the names of stations where these would be set up;

(c) whether these would be State enterprises or in private sector; and

(d) by when these eating houses would start functioning, giving other details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) In the initial phase these facilities are planned at Delhi Jn., Hazrat Nizamuddin, Mumbai Central, Pune, Agra Cantt., Howrah, Chennai, Bangalore City, Jaipur, Secunderabad, Hyderabad and Gorakhpur stations.

(c) The scheme is open to both State enterprises as well as private sector companies.

(d) These facilities will become operational after the sites are developed by the successful parties.

Modernisation of Railway Stations in Bellary and Koppal

3144. SHRI K.C. KONDAIAH: Will the Minister of RAILWAYS be pleased to state the amount spent during 1999-2000 and 2000-2001, upto January 2001, for providing better facilities and modernisation of Railway Stations in Bellary and Koppal Lok Sabha Constituencies in Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): Railways do not maintain data Constituency wise. However, the amount sanctioned/spent during 1999-2000 and 2000-2001 (upto January 2001) for providing better facilities and modernisation of railway stations in Bellary and Koppal is as follows:

1999-2000	Koppal	1.18 lakh
	Ballary	2.01 lakh
2000-2001	Koppal	2.90 lakh
	Ballary	1.90 lakh

Effects of Budget on Gauge Conversion Programmes

3145. SHRI K.B. KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway budget does not attempt to mobilise funds through revision of passenger fares, commercialisation of surplus land and privatisation of selected services;

(b) if so, whether this would adversely affect the on-going gauge conversion programmes;

(c) whether it is a fact that because of on-going gauge conversion works in many sectors, disrupting passenger/freight traffic, the revenue would be less to the extent of services discontinued; and

(d) whether the delay in implementing/completing the gauge conversion works on schedule would result in cost over-runs?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Railways, in the Budget Estimates for 2001-02, have proposed to increase the earnings from traditional sources by promoting higher growth in Passenger and Freight traffic. Other Coaching and Sundry earnings. Freight rates have also been proposed to be marginally increased. To augment Railways' earnings, revenue generation from non-traditional sources viz. leasing of 'right of way' for laying Optic Fibre Cables, commercial utilisation of railway land and air space and commercial publicity on rolling stock etc. has also been budgeted for.

(b) Gauge Conversion projects are now being funded mainly through Capital from General Exchequer. Adequate funds have been provided in keeping with the requirement based on progress of projects and their relative priority.

(c) Temporary disruption of passenger/freight traffic does occur during the mega block of 2-3 months while executing gauge